

Schedule of Modifications to Draft Town Centre Precinct Structure Plan – 21 June 2022

No.	Additional and Modified provision (underlined)
1	<p>5.4.1.6 Area 6 – Mary incorrectly repeats the 5.4.1.4 Area 4 – Core Character Statement. The correct Character Statement is recommended to be included as follows:</p> <p><i>The Mary Character Area is a primarily single residential area with established heritage homes creating a distinct character that shall be treated sensitively in order to protect and respect its unique character. A diversity of residential opportunities is facilitated through the PSP in this key transition area to the Town Centre, with revitalisation opportunities near Guger Street and Stirling Highway. New development shall respect its role in a manner that protects and celebrates its heritage elements.</i></p>
2	<p>The Table 2 Stormwater Drainage Management Criteria reference to ‘principals’ is recommended to be changed to ‘principles’ as follows:</p> <p>The proponent is required to demonstrate that onsite drainage proposals will meet the needs of the proposed development without impacting the function of adjacent sites or the broader drainage network and are in accordance with the <u>principles</u> and requirements of SPP7.3 (as applicable) and the Department of Water’s <i>Better Urban Water Management</i> (2008).</p>
3	<p>Recommend reference to ‘SEPERATE’ on p.37 Figure 10 be changed to ‘SEPARATE’ in the Dwellings row as follows:</p> <p>PROPORTION OF <u>SEPARATE</u> HOUSES</p>
4	<p>Recommended that modifications are made to the PSP on Pages 40, 78 and 79 (Tables 12 and 13) to reflect the updated commercial growth gap figures to 2041 of 32,208m² – 36, 896m².</p>
5	<p>Recommended the following sentence be deleted from p.77:</p> <p>Shop (café, restaurant and function centres; bread and cake stores; butchers).</p>
6	<p>Noted – it is recommended that the Claremont Quarter and 328 Stirling Highway apartments be acknowledged as provided for below. The first sentence of 6.2.1 Population Growth and Change be modified as follows:</p> <p>Noting the development of apartments at Claremont Quarter and 328 Stirling Highway which has brought some population growth in the PSP area, the population has not grown significantly over the 15 year period from 2001 to 2016.</p>
7	<p>It is recommended for clarity that the following sentence be added to the PSP in the Key Attributes of Area 6: Mary:</p> <p>Retain the existing road closure at the southern end of Mary Street behind the Stirling Highway frontage properties to prevent commercial and through traffic intrusion in the area from the south.</p>
8	<p>A notation indicating that Mary Street is to remain closed is recommended for inclusion in Figure 56.</p>

9	<p>It is recommended that the cl.5.5.1.2 of Part 1 of the Draft PSP be modified to include under Development Controls:</p> <p>d) The maximum additional plot ratio for Gateway sites coded R-AC3 where a height bonus of two storeys is approved is 0.25 (to a maximum total plot ratio of 2.25:1) subject to meeting the criteria outlined in Section 5.5.7.</p>
10	<p>With regard to the PSP, it is recommended that the following statement be included at the end of the introductory paragraph under 4.3.5 Area 5: Leura (adjoining Area 6: Mary):</p> <p>Where properties in the Leura Character Area are developed for non-residential purposes or mixed-use apartments and abut/adjoin a single residential property, the non-residential and apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between a non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.</p>
11	<p>It is recommended that:</p> <p>Plan 3 be modified to change the northern portion of the Leura Avenue carpark be widened by 10m to the north into the Weerona flats and 56 Guger Street sites at a height of 4 storeys, and that the two sites to the north, being the Weerona flats and 56 Guger Street, be modified to a Gateway site with a Bonus height to 8 storeys subject to performance provisions.</p>
12	<p>The intent of the Character Areas is to identify varying objectives and requirements for development, and as such standards for each development site frontage will vary. In this instance, it is recommended that:</p> <p>The demarcation between Area 4: Core and Area 7: Stirling Highway be relocated to follow the rear boundaries of 24 and 26 St Quentin Avenue.</p>
13	<p>To add clarity, the Table 1 headings are recommended to be modified as follows:</p> <p>The Table 1 heading ‘Maximum gross floorplate area less than 7 storey’ be reworded to ‘Maximum gross floorplate area (per floor) for 6 storey and below’ and the heading ‘Maximum gross floorplate area greater than 6 storey’ be reworded to ‘Maximum gross floorplate area (per floor) greater than 6 storey’.</p>
14	<p>It is recommended that to add clarity and remove some ambiguity relative to 7.3 Variations, that the clause be separated into the elements of variation and discretion. Accordingly it is recommended that cl.7.3 be amended as follows:</p> <p>7.3.1 Variations to height and plot ratio requirements applicable to property within the PSP is strictly limited to those properties identified as ‘Landmark’ and Gateway’ sites to the extent provided for and in accordance with cl.5.5.7.</p>

	<p>7.3.2 To assist with the exercise of discretion for all other development provisions which apply to property within the PSP, due regard is to be given to whether the variation:</p> <ul style="list-style-type: none"> • Enhances the design quality of the building; • Presents no significant additional impact on amenity of the adjoining properties or the public realm; and • Is consistent with the objectives of the Precinct and/or the applicable design Element Objectives of the R-Codes.
15	<p>It is recommended that the following statement be included at the end of the introductory paragraph under 4.3.5 Area 5: Leura (adjoining Area 6: Mary):</p> <p style="padding-left: 40px;">Where properties in the Leura Character Area are developed for non-residential purposes and abut, adjoin or are adjacent to a single or grouped dwelling residential property, the non-residential setbacks to the adjoining residential property boundary shall be designed so as to not overshadow the fence to the south and proposed development shall not exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between the non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.</p>
16	<p>Figure 38 is recommended for modification to show the combined total area of 1 Avion Way – 2,544m² within the 2001m² - 3000m² category.</p>
17	<p>It is recommended that the Figure 56 notation referencing Avion Way be modified to read:</p> <p style="text-align: center;"><i>‘Support the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way.’</i></p>
18	<p>It is recommended that the following statement be added to Part 1 Section 7.0:</p> <p style="padding-left: 40px;">7.4 In supporting the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way, it is noted that consequential modifications to the demarcation of the Quarter and Core Character Areas will be required, along with the allocation of Landmark status and the extension of the bonus height to ten storeys subject to performance provisions over the area of the existing road. An amendment to the PSP will be required to appropriately address these consequential modifications which will be subject to consideration of amenity impacts on the surrounding locality, and specifically of setback requirements to the relocated Avion Way to give consideration to impacts on view corridors from the Claremont Quarter apartments to the north.</p>
19	<p>It is recommended that the demarcation between Area 4: Core and Area 7: Stirling Highway be relocated to follow the rear boundaries of 24 and 26 St Quentin Avenue and extending to the existing rear boundary of 34 St Quentin Avenue.</p>

20	It is recommended that the following error corrected, and the PSP be modified to refer to Section 5.5.1.1 on page 21 (Development Controls a)), not 5.5.1 on page 23.
21	It is recommended that the St Quentin Shared Space be extended to Bovell Lane on Figure 57.
22	<p>It is recommended that the following statement be included at the end of the introductory paragraph under 4.3.7 Area 7: Stirling Highway noting that they are general and may apply also to other properties south of the Character Area in terms of overshadowing:</p> <p style="padding-left: 40px;">Where properties in the Stirling Highway Character Area are developed for non-residential purposes or for mixed-use apartments and abut, adjoin or adjacent to a single residential or grouped dwelling property, the non-residential and apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between a non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.</p>
23	<p>It is recommended that the PSP be amended to apply additional amenity protections for the development of apartments in Area 2: Stirling West relative to residential properties to the west and north as follows:</p> <p style="padding-left: 40px;">Where properties in the Stirling West Character Area are developed for apartments and adjoin or are adjacent to a single residential or grouped dwelling property, the apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The apartments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements.</p>
24	<p>It is recommended that the intent of references to town house development to comply with the RDC Vol. 2 Apartments requirements be clarified by the underlined modification to dot-point 3 of the Key Attributes contained in 4.3.1 Area 1: Shenton as follows:</p> <p style="padding-left: 40px;">Ensure any future multiple dwelling (apartment) proposals within the Character Area achieve a ‘townhouse’-style built form character in appearance <u>and comply with the Residential Design Codes Volume 2 – Apartments requirements</u> to ensure consistency with the existing Character Area and surrounding development.</p>
25	<p>It is recommended that under Part 1 5.5.1.3 Boundary Setbacks – Podium Level - Development Controls: Development Control, b be modified to read as underlined below:</p> <p style="padding-left: 40px;">b) The primary and secondary street setbacks specified on Plans 4 and 5 replace the generic street setbacks specified under State Planning Policy 7.3 – Residential Design Codes (Volume 1 and 2) (as amended) for their applicable density codes.</p>
26	It is recommended that the Pracsys Needs Assessment updated commercial growth gap figures be included as indicated in Pages 40, 78 and 79 (Tables 12 and 13) to reflect the updated commercial growth gap figures to 2041 of 32,208m ² – 36, 896m ² .

26	<p>In order to facilitate the construction of a pedestrian bridge over Stirling Highway adjacent its intersection with Leura Avenue, it is recommended that:</p> <p style="text-align: center;">Plan 3 be modified to show 301 Stirling Highway at the intersection of Leura Avenue with a Bonus height to 8 storeys subject to performance provisions.</p>
26	<p>In order to further support recommended modification 26 above, it is recommended that an additional dot point on p.114 under 8.3.1.6 Leura Avenue be provided as follows:</p> <p style="text-align: center;">To assist in the pedestrian bridge proposal, a landing is required on the norther side of Stirling Highway. This is proposed to be provided on the eastern side of 301 Stirling Highway on the Leura Avenue frontage and is proposed to be facilitated by the provision of a height bonus to 8 storeys subject to performance provisions as shown on Plan 3.</p>
27	<p>In order to acknowledge key concerns form private schools relative to sharing of facilities, it is recommended that the end of the last sentence of 8.3.4 be modified to add the following:</p> <p style="text-align: center;">Noting that a key consideration of the schools in these discussions will be to ensure child safety on each of the campuses.</p>
28	<p>It is recommended that in the introductory paragraphs to Part 10 Infrastructure, the following sentence is added:</p> <p style="text-align: center;">It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals.</p>
29	<p>It is recommended that the following properties are listed as State Registered Heritage Places at the end of 7.1.1 Age and Heritage on p.89 of the PSP as follows:</p> <p style="text-align: center;">The following properties are noted as being State Registered within the PSP area:</p> <ol style="list-style-type: none"> a. P486 Claremont Railway Station. b. P483 Claremont Post Office. c. P491 Christ Church and Rectory, Claremont. d. P484 Claremont Council Offices & Surroundings.
30	<p>It is recommended that the following notation be included in the Heritage Built Form Key Issues and Opportunities on p.93 of the PSP to make it clear that:</p> <p style="text-align: center;">Any development on a Heritage site or adjacent to a Heritage Area or Precinct needs to respect the heritage character of the place and dependant on assessment of each individual proposal, may or may not achieve the allocated height potential under the PSP.</p>
31	<p>It is recommended that all references in the PSP to ‘facadism’ be removed and replaced where appropriate with the words ‘significant heritage fabric’, also that the following statement also be added to Heritage Built Form Key Issues and Opportunities on p.93 of the PSP as follows:</p>

	<p>Opportunities for additions to heritage buildings and for new rear development on lots containing heritage buildings exist within Heritage Areas (and Precincts). Such work should be located and designed in a manner that does not detract from the streetscape qualities of the Heritage Area or Precinct. 'Facadism' (that is, the retention of the street facade only), however, will not be supported.</p>
32	<p>It is recommended that the following statement be added to the final dot-point of 4.3.8 Area 8: Railway on p.69:</p> <p>It is the intention to maintain access but not determine the outcome (i.e. modify the bridge), as consideration of modifications to the bridge is a wider process (including consultation with the Heritage Council of WA if major modification is required) and may not be possible.</p>
33	<p>It is recommended that the Heritage Built Form Key Issues and Opportunities be modified to replace the word 'sensitively' with 'respect' as follows:</p> <p>Existing heritage buildings, facades and trees exist throughout the PSP area and are intrinsic to the Claremont sense of place. These should be retained and treated with respect by redevelopment proposals. The PSP establishes building controls for retention of heritage elements on site and adjoining sites.</p>
34	<p>It is recommended that references to 'heritage facades' be replaced with 'heritage places' in 8.3.1.2 Bay View Terrace.</p>
35	<p>Recommended that the length either side of Stirling Highway within the PSP be allocated as an Active Street on Plan 6.</p>
36	<p>It is recommended that the following paragraph be added to Part 1, Section 7 Table 2 in the criteria applicable to Landscape Concept Plans:</p> <p>For development directly abutting Stirling Highway or the widened Primary Regional Road Reservation as detailed in the attached carriageway plans, a Landscape Plan must be submitted as part of any development application. The Landscape Plan must be prepared to the satisfaction of the Town of Claremont and to Main Roads requirements for temporary landscaping of the widened road reservation / land requirement. Sight lines must be maintained at all times to ensure driver safety. New plantings must be limited and maintained to planting species with a mature height of 1 metre.</p>
37	<p>It is recommended that Area 6 (Mary) be removed from Part 1, Section 7 Table 2 in the requirements relevant to Transport Impact exclusions.</p>
38	<p>Noted and responded to above with a requirement in the introductory paragraphs to Part 10 Infrastructure that the following sentence is added:</p> <p>It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals.</p>